

REMARKS

As a preliminary, Applicant and Applicant's representative thank the Examiner for the telephone interview of December 17, 2008.

By the present amendment, withdrawn claims 18-21 have been canceled.

Claims 12-13 and 23-26 are pending in the present application. Claims 23-26 are the only independent claims.

I. **Finality of this Office Action**

As a preliminary, in the Office Action, the art rejection is made final on the alleged ground that "Applicant's amendment necessitated the new ground(s) of rejection presented in this Office Action" (Office Action at page 4).

Reconsideration and withdrawal of the finality of the Office Action is respectfully requested. As discussed in the interview, rejected claim 23 is substantially identical to previous claims 11+14.

For reference, previous claims 11 and 14 and new claim 23 are compared as follows:

NEW CLAIM 23	PREVIOUS CLAIM 11	PREVIOUS CLAIM 14
23. (New) A method for transmitting power to wheels of a motor vehicle with an internal-combustion engine	A method for transmitting power to wheels of a motor vehicle with an engine	The method of claim 11, wherein the motor vehicle further comprises
and an electric machine connected to a static energy converter with terminals and at least one power semiconductor,		an electric machine connected to a static energy converter with terminals and at least one power semiconductor,
the method comprising	comprising	the method further comprising

recuperating and storing kinetic energy of the motor vehicle in a super-capacitor;	recuperating and storing kinetic energy of the motor vehicle in a super-capacitor;	
shutting down the internal-combustion engine of the motor vehicle when the speed of the motor vehicle stabilizes; and	shutting down the internal-combustion engine of the motor vehicle when the speed of the motor vehicle stabilizes; and	
using the stored energy in the super-capacitor to supply power to the wheels when the speed of the vehicle is stabilized[.]; and	using the stored energy in the super-capacitor to supply power to the wheels when the speed of the vehicle is stabilized.	
controlling voltage at said the terminals of the static energy converter in order to keep the voltage substantially constant and near to a maximum value allowed by the at least one power semiconductor of the static energy converter.		controlling voltage at said terminals in order to keep the voltage substantially constant and near to a maximum value allowed by the power semiconductor.

Accordingly, it is submitted that Applicant should be given a fair opportunity to address this new rejection in a non-final Office Action.

In view of the above, it is submitted that the finality of the Office Action should be withdrawn.

II. Restriction requirement

In the Office Action, the restriction requirement is maintained and made final.

Withdrawn claims 18-21 have been canceled without admission, prejudice or disclaimer.

II. Art rejections

In the Office Action, claim 23 is rejected under 35 U.S.C. 102(b) as anticipated by US 6,220,019B1 to Sugiura et al. ("Sugiura").

Further, claims 12 and 13 are rejected under 35 U.S.C. 103(a) as obvious over Sugiura.

Reconsideration and withdrawal of the rejections is respectfully requested. As discussed at the interview, Sugiura fails to teach or suggest the features of the present invention as recited in claim 23, and in particular:

- shutting down the internal-combustion engine of the motor vehicle when the speed of the motor vehicle stabilizes;
- using the stored energy in the super-capacitor to supply power to the wheels when the speed of the vehicle is stabilized
- controlling voltage at the terminals of the static energy converter in order to keep the voltage substantially constant and near to a maximum value allowed by the at least one power semiconductor of the static energy converter

In contrast, an advantage of the present invention as claimed in claim 23 is that, by shutting down the combustion engine and powering the vehicle using the stored energy of the super-capacitor during a time when the motor vehicle has reached a stabilized speed, and further, by controlling voltage to be substantially constant and near to a maximum value allowed by the static energy converter, it is possible, not only to reduce fuel consumption (because the combustion engine can be shut down during significant time, for example, when the vehicle is in

city traffic between traffic lights), but also to simplify the construction of the power chain, and in particular, to use smaller and less expensive power semiconductors for the static energy converter, as discussed in the present specification, for example, at pages 7-8, paragraphs 0035-0036 and 0042-0043.

These features of the present invention as claimed in claim 23 and their advantages are not taught or suggested in Sugiura. Therefore, present claim 23 and the claims dependent thereon are not anticipated by Sugiura, and not obvious over Sugiura.

In view of the above, it is submitted that the rejections should be withdrawn.

Conclusion

In conclusion, the invention as presently claimed is patentable. It is believed that the claims are in allowable condition and a notice to that effect is earnestly requested.

In the event there is, in the Examiner's opinion, any outstanding issue and such issue may be resolved by means of a telephone interview, the Examiner is respectfully requested to contact the undersigned attorney at the telephone number listed below.

In the event this paper is not considered to be timely filed, the Applicants hereby petition for an appropriate extension of the response period. Please charge the fee for such extension and any other fees which may be required to our Deposit Account No. 502759.

Amendment
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Respectfully submitted,

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